

B. P. TAYLOR,  
Stevedore.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS COMPANY, LTD., LONDON.  
DODWELL & CO., LIMITED,  
General Managers.

NEW SERIES No. 1497. 日九十月三十一年六十二號光

WEDNESDAY, APRIL 18, 1900.

三月八日英港四月十日

THIRTY DOLLARS  
PER ANNUAL.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 8,000,000

Head Office—YOKOHAMA.

Branches and Agencies.  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIEN. NEWCHWANG.  
LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION BANK OF LONDON, LTD.  
HONGKONG AGENCY.—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" 6. " 4.  
" 3. " 3.  
" S. CHÖH, " Hongkong Manager.  
Hongkong, 4th January, 1900. [11]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.  
CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-HOLDERS ..... £800,000  
RESERVE FUND ..... £500,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT AT THE RATE OF 2 PER CENT.  
per Annum on the Daily Balances.  
On Fixed Deposits for 12 months, 4 per cent.  
" 6. " 3.  
" 3. " 2.  
" D. W. GILMOUR, Acting Manager.  
Hongkong, 14th April, 1898. [13]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$1,500,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
N. A. STEIN, Esq., Chairman.  
R. SHEWAN, Esq., Deputy Chairman.  
E. Goetz, Esq.  
R. M. Gray, Esq. J. M. Moses, Esq.  
A. Haupt, Esq. A. J. Raymond, Esq.  
The Hon. J. J. Keswick R. L. Richardson, Esq.  
H. W. Shadie, Esq. P. Sachse, Esq.

CHIEF MANAGER:  
Hongkong—Sir THOMAS JACKSON.  
MANAGER:  
Shanghai—J. P. WADE GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3½ per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 4th April, 1900. [19]

HONGKONG SAVINGS BANK.

THE BUSINESS OF THE ABOVE BANK IS CONDUCTED  
BY THE HONGKONG AND SHANGHAI  
BANKING CORPORATION.—RULES MAY BE  
OBTAINED ON APPLICATION.

INTEREST ON DEPOSITS IS ALLOWED AT 3½ PER  
CENT. PER ANNUM.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK, to be placed on FIXED  
DEPOSIT AT 4 PER CENT. PER ANNUM.

FOR THE HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 26th March, 1900. [10]

THE NATIONAL BANK OF CHINA,  
LIMITED.  
Authorised Capital ..... £1,000,000  
Paid up Capital ..... £344,374.

HEAD OFFICE—HONGKONG.  
Board of Directors:  
Chan Kit Shan, Esq. J. D. Gillies, Esq.  
Chow Tung Shang, Esq. J. T. Lauts, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 20th December, 1899. [18]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.  
Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.  
Branches and Agencies.  
CANTON. PEKING.  
CHEFOO. PENANG.  
CHINKIANG. SINGAPORE.  
CHUNKIANG. SWATOW.  
FOOCHEW. TIENSIN.  
HANKOW.

THE BANK PURCHASES AND RECEIVES FOR COLLECTION  
BILLS OF EXCHANGE DRAWN ON THE ABOVE  
PLACES, AND SELLS DRAFFS AND TELEGRAPHIC TRANS-  
FERS PAYABLE AT ITS BRANCHES AND AGENCIES.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS  
3% per Annum Fixed Deposits for 3 months.  
4% " " 6.  
5% " " 12.  
E. W. RUTTER, " Acting Manager.  
Hongkong, 1st February, 1900. [14]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.  
\$1.60 per Cask of 375 lbs. Net ex Factory.  
\$2.80 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 8th February, 1900. [15]

## Intimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

(6)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
MARSEILLE & LONDON	DIRECT.	S.S. "CANDIA"	About 19th April... Freight only. (Without Transhipment.)	
SHANGHAI	Coromandel, F. W. Vibert, R.N.R.	... About 27th April... Freight or Passage.		
LONDON, &c.; Bengal	S. Barcham	... Noon, 28th April... Freight or Passage.		
JAPAN	Rosetta	C. C. Talbot, R.N.R.	... About 28th April... Freight or Passage.	
LONDON	Malacca	E. G. Andrew, R.N.R.	... About 3rd May... Freight or Passage.	

\* (See Special Advertisement). † (Passing through the Inland Sea).

1/4 SINGAPORE and COLOMBO.

For Further Particulars, apply to:

A. M. MARSHALL, Acting Superintendent.

Hongkong, 14th April, 1900. [15]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, AMSTERDAM, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.	
PRINZ HEINRICH.	WEDNESDAY, 2nd May.	
PREUSSEN.	WEDNESDAY, 16th May.	
HAMBURG.	Hamburg-Amerika Linie	WEDNESDAY, 30th May.
SACHSEN.	THURSDAY, 14th June.	
OLDENBURG.	THURSDAY, 23rd June.	
BAUERN.	THURSDAY, 12th July.	
STUTTGART.	THURSDAY, 20th July.	
KONIG ALBERT.	THURSDAY, 9th August.	
WEIMAR.	THURSDAY, 23rd September.	
PRINZ HEINRICH.	THURSDAY, 6th September.	
PREUSSEN.	THURSDAY, 20th September.	
HAMBURG.	Hamburg-Amerika Linie	WEDNESDAY, 3rd October.
SACHSEN.	WEDNESDAY, 17th October.	
OLDENBURG.	WEDNESDAY, 31st October.	
BAUERN.	WEDNESDAY, 14th November.	
STUTTGART.	WEDNESDAY, 28th November.	
KONIG ALBERT.	WEDNESDAY, 12th December.	
WEIMAR.	WEDNESDAY, 26th December.	

ON WEDNESDAY, the 2nd day of May, 1900, at NOON, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHE LLOYD, Captain H. Supner, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

Per Cask of 10 dozen Pints ..... \$25

Telephone 75.

Hongkong, 18th April, 1900. [22]

NORDDEUTSCHER LLOYD.

For further Particulars, apply to:

MELCHERS & CO.,  
AGENTS.

Hongkong, 18th April, 1900. [22]

NEW ROOMS

At Moderate Daily Rates.

HONGKONG HOTEL.  
CLAYMORE.

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,  
HONGKONG.

MUSICAL INSTRUMENTS.

VIOLINS, CELLS,	GUITARS, BANJOS,	CORNETS, TROMBONES,	EUPHONIUMS, CLARINETS, &c.
MANDOLINES,	GUITARRAS,	TUBAS,	
MANDOLAS,	ZITHERS,		
	LANE, CRAWFORD & CO.		

SOLE AGENTS:

THE VICTORIA DISPENSARY,  
HONGKONG.

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## Intimations.

THE SUMMER HAS COME  
AND SO HAVE  
WATKIN'S AERATED WATERS,  
but the latter have come to stay.

OUR

SODA, POTASH, TONIC, RASPBERRYADE, SARSAPARILLA,  
LEMON-SQUASH, SELTZER, LITHIA, SANTHARIS,  
LEMONADE, BELFAST GINGER-ALE, ZOEDONE,  
AND GINGER BEER

are second to none. Our machinery being of the very newest design  
we are enabled to turn out the best article.

GIVE OUR  
SANTHARIS  
A TRIAL.

Santharis contains Mineral Salts which keep up the normal condition of  
the blood. It is the most approved table water for the Orient.

Watkins, Limited,

THE HONGKONG HOTEL COMPANY,  
LIMITED.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING  
of the HONGKONG HOTEL COMPANY,  
LIMITED, will be held at the Company's Hotel  
on TUESDAY, the 24th April, 1900, at 12  
O'clock (Noon), when the Subjoined resolution  
which was passed at the extraordinary General  
Meeting of the Company held on the 27th day  
of March, 1900, will be submitted for confirmation  
as a special resolution.

That the New regulations already approved  
by this meeting, and for the purpose of  
identification subscribed by the Chairman  
thereof, be, and the same are, hereby approved,  
and that such regulations be, and the same  
are, hereby adopted as the regulations of the  
Company to the exclusion of all the existing  
regulations thereof.

A copy of the proposed new regulations may  
be seen at the Company's Office, and can be  
obtained by application to the Undersigned.

Dated Hongkong, the 2nd day of April, 1900.  
By Order of the Board,

G. MOONEY,  
Secretary.

Hongkong, 2nd April, 1900. [430b]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING  
of SHAREHOLDERS will be held at the  
Office of the Company No. 9 Praya Central  
on SATURDAY, 28th April, 1900 at NOON,  
when the subjoined Resolution which was  
passed at an Extraordinary General Meeting  
held on the 12th April, 1900 will be submitted  
for confirmation.

RESOLUTION.

That the Capital of the Company be increased  
to 1,000,000 by the creation and issue  
of 50,000 New Shares of \$10, each fully paid  
up.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 12th April, 1900. [431b]

THE FIRST GYMKHANA MEETING.

APRIL 28TH, 1900.

EVENTS.

1.—HALF-MILE RACE.—For all China ponies.  
Weight for inches as per scale with 7 lbs.  
added. Winners at any Official Meeting  
this season 5 lbs. extra. Subscription grati-  
fins and bona fide polo ponies allowed 7  
lbs.

2.—TENT PEGGING.—Points for place and  
style—three runs.

3.—STEEPLECHASE.—For all China ponies  
over usual course. Weight for inches as  
per scale. Previous winners of Steeple-  
chase 7 lbs added

To-day's Advertisements.

## TO TEACHERS.

## HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:-

Messrs. KELLY &amp; WALSH, Limited, Hongkong, Shanghai, Yokohama and Singapore.

Messrs. W. BREWER &amp; Co., Hongkong and Shanghai.

Messrs. TSUI MAN KOK, Hongkong.

Messrs. MAN YU TONG, Hongkong.

Wholesale:- W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

WHAT HO! SHE BUMPS.

TO-NIGHT (WEDNESDAY), at 9 P.M.

WARREN'S

CIRCUS

(opp. Harbour Master Office)

FIRST ENTIRE

CHANGE OF PROGRAMME.

A Congress of New Faces! A Storm of Fun!

A Marvellous Programme!

Don't miss

The New Comic Acrobats.

The Trio of Wonderful Performing Pointers.

The New and Graceful Trapeze Acts.

The Fire Pony.

The Anglo-Japanese Manipulations.

The Side Splitting Musical Tramps.

And the Greatest Sensations of the age!

The Marvellous Meteors!

Direct from an Unprecedented Success at the Alhambra, London.

The Originators and only Performers of the most Daring, and Thrilling Mid-air Evolutions on a Globe and Wire ever witnessed anywhere.

GALA MATINEE.

SATURDAY AFTERNOON, at 4 P.M.

Nothing Ever Equalled.

Box Play at Messrs. ROBINSON, PIANO CO.

W. PLUGER,

General Representative.

Hongkong, 18th April, 1900. [495]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on FRIDAY, the 4th day of May, 1900, at 2 o'clock (Noon), when the SUBDIVIDED RESOLUTIONS which were passed at the EXTRAORDINARY GENERAL MEETING of the Company held on the 18th day of April, 1900, will be submitted for confirmation as SPECIAL RESOLUTIONS.

1.—That the Capital of the Company be increased from \$1,000,000 to \$1,500,000 by the creation of 10,000 new Shares of \$50 each.

2.—That such New Shares be issued at a Premium of \$15 per Share and allotted to the Shareholders of the Company in the proportion of One New Share for every two Shares now held by them.

3.—That the Amount due for the New Shares be called up as follows, viz:

\$5 per Share on the 1st July, 1900, to rank for six months; Dividend out of the Profits of the Year 1900, and the remaining \$5 per Share on the 1st October, 1900.

DATED the 18th day of April, 1900.

By Order of the Board,  
EDWARD OSBORNE,  
[509] Secretary.DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship

"THALES."

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 19th instant, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,  
General Managers.

Hongkong, 18th April, 1900. [507b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"MENNUIR."

Captain R. W. Almond, will be despatched for the above Port, on TUESDAY, the 24th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 18th April, 1900. [508b]

CHINA NAVIGATION COMPANY,  
LIMITED.FOR KOBE AND YOKOHAMA.  
THE Steamship

"ESKDALE,"

will be despatched as above on SATURDAY, the 21st instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th April, 1900. [497b]

THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR SWATOW, AMOY & TAMSUI.  
THE Company's Steamship

"TAMSUI MARU."

Captain K. Sobajima, will be despatched for the above Ports, on MONDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 18th April, 1900. [45]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Ladies' Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, how are taught by the Sisters.

Hongkong, 22nd April, 1892. [493]

## LOCAL AND GENERAL.

fallen in W. Japan. Pressure remains high over E. Japan, and the shallow depression is approaching the W. coast of Japan. Gradients slight on the China coast. FORECAST.—E. and varying winds, light; fine.

## LOCAL AND GENERAL.

H.M.S. Terrible arrived at Colombo on the 15th inst.

THERE is a serious outbreak of plague at Hoihow, Hainan, and some of the villages round that district.

LIEUT.-COLONEL Retallack left Hongkong by the steamship Preussen to-day, on a year's leave of absence to England.

A VOTE of \$20,000 for the relief of the Famine in India has been passed unanimously by the Straits Legislative Council.

H.M.S. Iphigenia left Singapore at 6 a.m. on the 11th for Colombo. The Pique left Colombo the same day so the two vessels will not meet.

THE Governor of Macao is preparing for his departure to Goa, to which place he has been appointed. The new Governor is Senhor Alvaro Ferreira, who is now at Lisbon on leave.

AN entertainment will be given to-night at the Soldiers and Sailors Institute, Kowloon, in aid of the funds of that place. We have no doubt it will be well attended, as a good programme has been got up.

ON the 11th ult. His Excellency Sir Henry Blake, attended by Captain Superintendent Pattison, visited the Mixed Court at Shanghai, and was received by Mr. Weng, the magistrate, and Mr. S. F. Mayers, the British assessor.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:

E. W. Terry ..... \$5

It was reported in local mandarin circles the other day that the date for increasing duties on imports from 5 per cent to 7 per cent ad valorem according to the new tariff arranged at Peking, has been set down for the 8th of May next. This is purely a native report.

AN unusually terrific thunderstorm broke over Woosung on Wednesday night last. Torrents of rain fell incessantly, and the thunder and lightning were almost continuous, for about six hours. In Shanghai there was only a comparatively slight fall of rain and a little thunder and lightning.

THE making of the new roads over at Kowloon seems to be appreciated by the beggar fraternity. They seem on the increase, and no doubt make a much better living, now that the roads are so much used. As they have no need for tramping about now, we notice that there are a great many lame ones.

All lovers of "Tom Brown" will be sorry to know that Mrs. Arnold, the widow of the old Head, died at Lowestoft on the 16th March from pneumonia. Mrs. Arnold, who was 79 years of age, must have during her stay at the School-House at Rugby, "mothered" thousands of the best Englishmen of the day.

WARREN'S Circus again attracted large crowds last night, the large tent being packed. The various items were heartily applauded, and there was no doubt that the audience were enjoying themselves. We would remind our readers that a change of programme is announced for to-night, and that they should lose no time in securing seats.

CAPT. W. TRAIL late of the Royal Siamese Navy, and at one time superintendent of the dockyard at Bangkok, died recently in that city at an advanced age. He was accorded a funeral with naval honours, most of the Siamese Navy attending. Capt. Trail was a native of Paisley, and came out to the East in 1842, when he was only 14 years of age.

A PRIVATE letter received at Shanghai from Foochow says that the French are having all their work to keep their hold on the Arsenal, the Chinese being very anxious to close it on the ground that the expenses are more than the province can stand. The Tartar General is Commissioner of the Arsenal, and its maintenance does not suit his pocket at all.

ACCORDING to the Report of the Colonial Veterinary Surgeon (Mr. G. V. Ladds) just published, for the year 1899, the price of all food has been gradually increasing during the past five years, till at the present time nearly every article consumed by both Europeans and natives shows an increase of at least 100 per cent, and in a few instances much more.

A WUCHANG dispatch states that that city was visited on the 6th instant by a typhoon which blew down a large number of houses just outside the Pao-an Gate, and that a number of large trees famous from their size, on the hill in the rear of the Human Guild house in that city, were also blown down and some uprooted. Fortunately there was no loss of life.

A ONE-LEGGED BULL. An Irish soldier who had his leg amputated after the battle at Colenso, begged to be allowed to go again to the front when the wound was healed. His arguments were as ingenious as his determination was great. "You see, sir," he said to the doctor, "I should be better off than the others. If the Boers hit me where the leg's missing they wouldn't hit me at all, at all!"

A SHANGHAI contemporary learns from Wei-hai-wei that Colonel Bowler and Major Penrose, escorted by Captain Pereira and a company of the Chinese Regiment, are going out shortly to delimit the frontier of the territory leased by the British. The Chinese Commissioners are to be the Tartars Yen and Li and Captain Lin. It would seem that this work should have been done eighteen months ago, but apparently our Government have only just discovered what a valuable acquisition Wei-hai-wei is.

## LOCAL AND GENERAL.

A LONDON telegram of the 13th ultimo to an America paper said:—There is every prospect of a scandal over the issue of war bonds to the extent of £10,000,000. It is charged that a syndicate of bankers was formed and that it will receive the major portion of the bonds. The bonds were sold at 98 and are already at a premium of 3 per cent. It is argued that the Government, instead of fixing the price, should have called for popular bids. A Parliamentary inquiry is threatened.—Japan Mail.

## OLIVERS FREEHOLD MINES, LTD.

The fourth ordinary annual general meeting of the above company was held at noon to-day at the company's offices, Nos. 38 and 40, Queen's Road Central.

There were present—Messrs. Bart Buck (in the Chair), C. Ewen (Consulting Committee), Geo. M. Bain, Henry Humphreys, Paul Jordon, H. Mancell and Lam Chi Pak.

The Secretary, having read the notice convening the meeting, the Chairman said—Gentlemen, as I presume you have all examined the report and statement of accounts I will with your permission adopt the usual custom at these meetings and take them as read. You

also received at the same time the missing managers' report for the 12 months under review, so that it will not be necessary for me to add much to what is contained therein. I

think we can fairly congratulate ourselves on the years' working, and considering the comparatively short time the Company has been in existence our results are most encouraging.

Comparing 1899 with 1898 we find that in 1898 we crushed 638 tons of stone realizing 307 o.s. 6 dwts. of gold being an average yield of 74.7 dwts. per ton whilst in 1899 we crushed 6590 tons which gave us 4535 o.s. 13 dwts. an average of 132 dwts. per ton the value of the gold won being \$171,482.86. You will notice in the accounts that the balance at debit of working account at the beginning of the year has been almost wiped off, that amount standing at \$4,132.92 instead of \$40,674.11 thus showing a substantial profit on the working account of \$36,537.49 and I think you will agree with me that considering our very small capital this result is extremely good and compares very favourably with other Gold Mining Companies who have enormous capital to assist them. During my trip to our mines the year before last, paid a visit to some mines situated about 20 miles from Mount Macdonald and was informed by the Manager that his Company, a London one, had already spent \$60,000 in development machinery &amp;c, and they had not at present started crushing, this amount compared with our small capital is I think a proof that our money has been profitably expended, for you must remember that we were unable to make use of the old Eureka Shaft, but had to sink a new one. With regard to our future policy, by the advice of Mr. Roberts we commenced further developments and have decided to sink the main shaft another 100 feet, we shall then open out at the 400 feet level and I trust that on striking the reef we shall find what is considered very probable, that it has again contracted and grown richer, we shall also connect the Eureka and B Shafts at the 100 feet level, it being Mr. Roberts' opinion that when we get the Wooloomooloo and "Pig and Whistle" shoots which were very rich near the surface, we shall find good stone. This work and the purchase of extra machinery will of course cost money, and although we have sufficient for some time to come, it is probable that the final call on the B Shares will shortly be made. We are also erecting experimental Cyanide Plant, to treat about 10 tons of crushed ore at a time and if this is found successful and in Mr. Roberts' opinion it is likely to be, we must think about putting up a larger plant, this form of treating ore being particularly inexpensive. Before moving the adoption of the Report and Statement of accounts I shall be pleased to answer any questions.

The report and accounts having been passed, Mr. Mancell proposed and Mr. Jordon seconded the re-election of Mr. W. H. Petts as auditor.

Carried.

This was all the business.

## THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

An extraordinary general meeting of the above Company was held to-day at 12.15 p.m.

There were present:—The Hon. J. K. Keswick (in the Chair), Messrs. D. M. Moses, R. Sachse, N. Seib, J. McIke, A. Hampf and the Hon. C. S. Chater, C. M. G. (Directors), Messrs. E. George, R. K. Leigh, C. H. Thompson, R. C. Wilcox, C. S. Sharp and E. S. Joseph, shareholders.

The Chairman said—Gentlemen, this meeting has been convened for the purpose of asking your consent to an increase of the Company's Capital to meet the outlays we have made in the purchase of additional land, in the erection of new buildings, and in the construction of lighters, launches and other requirements of the business which have been rendered necessary in consequence of the large expansion that has characterised the Wharf Company's operations during recent years, and also with a view to provide for future developments. During the 9 years since our Debentures were issued i.e. from 1891 to 1899 we have expended \$571,366 in the extensions referred to, and the whole of this was borrowed with the exception of \$34,193, which was set aside from profits. Interest on the money borrowed, and which in the case of new buildings might be fairly debited to their first cost, has been paid for entirely out of earnings, so that when these extensions are placed upon the list of productive assets the Company's profits should improve by at least the present annual charge for interest. A proportion of the outlay viz: \$187,430, has been spent in the acquisition of land adjoining the Company's premises at Kowloon. This land was bought before the recent rise in the value of property there and though at the moment unproductive, it stands in the books at less than its market value to day and may therefore be said to have already benefited the Company's financial position by the amount of the unearned increment. By acquiring this additional land the Company is in a position to meet the demand for godown accommodation on the Kowloon side of the Harbour caused by the rapidly disappearing godowns in other parts of the Colony. This scarcity of accommodation is then a result of land being utilized for trades which yield more profitable results than the warehousing of goods. It is one of the inevitable conditions of a thriving commerce and an expanding City that land in central positions becomes too valuable for the warehouse, which has therefore to give way for the factory, the shop, the dwelling, and the office. It is this commercial evolution, this growth of industrial activity which is driving the Hongkong warehouses further afield, and in which it may be safely predicted lies the future of the Wharf Co. And for the reason that on account of the large area of ground owned by the Company at Kowloon, and which must in the future become a central part of the Colony, we shall be in a position to erect warehouses worthy in size of the Colony's future trade, and these warehouses, unlike those scattered here and there, will possess a permanency of situation which cannot fail to favourably affect the Company's prosperity.

The Wharf Company's history from the date of its inception has been

taken with comfort. I must not omit to mention the number of species of birds to be seen in this neighbourhood. I was told that the German Consul here had shot over 200 in his garden. In the winter there are plenty of geese and ducks.

M. H. W.

## A ROUGH VOYAGE.

The 1.C. steamer *Pechili*, which arrived yesterday from Tientsin, says the *N.C.D.* News of 11th inst., had a particularly rough experience during part of the passage. She left port on the 5th instant, and about 10 hours after leaving, heavy thunder, with lightning, set in. After a while the electrical disturbance ceased and then a howling gale, with squalls of hurricane force, began. A fearful sea rose, washing the vessel's decks repeatedly and one great wave smashed in the front of the wheelhouse forward. The steamer showed good weatherly qualities, but for some, at least of those on board, it was an anxious time. For fully 36 hours the ship's company had this storm to contend with, and then came a welcome change to fine, but foggy weather. During the height of the storm, which was unusually long of duration, some of the seas were of tremendous height and volume, and it is fortunate that the *Pechili* came through with so little damage. A carpenter's gang from the Old Dock was at work repairing the wheelhouse soon after the vessel arrived yesterday, and the shattered ends of the timbers bear ample testimony to the violence of the seas. Her cargo was in no way injured.

## DETENTION OF A MAIL STEAMER.

Kong, April 6th.

The P. & O. steamer *Rosetta*, having on board the English mails of 2nd ult., which was looked for at daylight 10-day, arrived at Wada Pt. at an early hour this morning, and was unexpectedly detained there until 4.30 o'clock this afternoon. There has accordingly been a delay of several hours in the delivery of the mails. The cause of the detention calls for remark. It seems a suspected case of small-pox occurred on board the Co.'s steamer *Bengal*, between Singapore and Hongkong, and as the *Rosetta* brought on some of her passengers, the Quarantine officials held the vessel at Wada and fumigated her. Whether such a course was necessary is open to doubt, and it is to be hoped some representations will be made on the subject. According to the Regulations, of course, any case of infectious disease occurring on board a vessel after commencing the voyage renders it necessary for the ship, crew and passengers to be fumigated at the first port of call in Japan. The *Jiitai* had to undergo this treatment the other day in Nagasaki, owing to a case of small-pox having occurred on board between Suez and Aden. Why the authorities here should disregard the fact that the vessel had been granted pratique at the Straits and at Hongkong and Shanghai seems inexplicable. But in that case it could at least be urged that the disease occurred on board the steamer detained by the Quarantine authorities. This cannot be urged in the case of the *Rosetta*, and, no sickness having occurred on board this ship, we are at a loss to understand why she should have had to undergo fumigation.—*Herald*.

## WRECK OF THE BRITISH SHIP "IRANIAN."

A Tokio telegram of 9th instant says:

The British ship *Iranian* which went ashore at Niijima, Idzu province, was on her way to the South Seas from America laden with coal. She struck the sunken reef called Jensisu, about 24 miles from Kusushima on the 7th inst. at 7 p.m. The captain and fourteen of the crew landed at Niijima and sixteen others at Kodashima. The authorities of the latter place arrived at Shingawawa with the sixteen men last night. The Tokio Fu authorities did what was necessary for them, and they subsequently were taken in charge by the British Consul at Yokohama. The captain who landed at Niijima, arrived at Shimoda on the 8th and again proceeded to the wreck to inspect the ship, and also to bring away on old man who was left on board. Two officials and one interpreter from the Tokio Fucho were sent to Niijima yesterday morning. Viscount Senki, Governor, sent 60 lbs. of bread and 3 dozen cans of meat, and the Shipwreck Relief Society 1 dozen bottles whisky, 2 dozen tins of milk and 5 lbs. of coffee to the sailors at Niijima.

## THE RAISING OF THE "MORGAN CITY."

Kong, 6th April.

The pontoons, which have been in course of construction at the Kawasaki Dockyard for the raising of the "Morgan City," have now been completed. The first of the pair left for the scene of the wreck on Monday evening, and the other will leave to-night. Men are engaged at the wreck in preparing for the work of the pontoon, and it is expected that the actual work of raising the ship will commence in a week. Capt. Robertson, of Seattle, who is in charge of the Insurance Company's interests in the matter, goes to Onomichi tomorrow to superintend the operations, along with the representatives of the Kawasaki Co. *Herald*.

## THE NAVAL MANOEUVRES.

THE EXPECTED REVIEW AT KOBE.

Kobe, April 9th.

The following telegrams relate to the progress of the Naval Manoeuvres:

Kure, April 7th.—Commanders Tsunoda and Hidaka have made the *Matsushima* and *Asuna* their flagships during the manoeuvres. The officers enrolled as for active service during the manoeuvres began duty on the 6th inst.

The umpires and the military officers who observe the operations embarked to-day.

Kure, April 8th.—The invading squadron is formed of the *Fuji*, *Asama*, *Kasagi*, *Chiyoda*, *Matsushima*, *Itakusushima*, *Hashidate*, *Izumi*, *Akitushima*, *Chiyoda*, *Takachio*, *Yaeama*, *Miyake*, *Yamato*, *Toyokashi*, *Chincha*, *Chinpan*, and several torpedo boats, and they left the port this morning.

Ujina, April 8th.—The warships assembled at Kure left for their destinations this morning.

A Japanese paper states that over fifty warships at present taking part in the manoeuvres will arrive here from the 15th to the 20th inst., and the review of the squadron will be held by His Majesty the Emperor as already reported.

The *Kobe* City *Sanjikai* will invite the officers to a garden party during their stay here. It is hoped the residence of Viscount Kuki will be granted for the occasion, and communications as to the matter are progressing between the authorities and the nobleman. Should this proposal fall through, the *Minjingawa* banks will be used. The country villa of H.I.H. the Prince Arisugawa at *Maliko* will be the temporary residence of His Majesty the Emperor if His Majesty visits *Kobe* to review the squadron.—*Herald*.

## THE POSTPONEMENT OF THE COREAN QUESTION.

It is curious to observe, says the *Kob Herald* of 6th inst., how quickly and completely the alarms that were raised in connection with the demand by Russia on Corea the other day, have dropped out of the purview of the Japanese press—and presumably also of the Japanese public. An affair of this sort, affecting the interests of any of the western peoples as nearly as those of Japan were touched by the Russian demand, would have left a long train of press and public discussion, conjecture, and mayhap recrimination in those countries where the people have been educated to take a strong and permanent interest in their right-of-way claims and prerogatives. In Japan, however, the end of the precise cause of immediate difficulty and discussion is no sooner reached than the matter lapses—practically into oblivion, without apparently in the least degree prejudicing or improving the basis of the ordinary relations of the country with Russia. It is not even made clear what the exact issue of the matter has been. Unofficially it is stated that Russia is content with the right to purchase the extent of land that will suit within the limits of the Masampo concession—a right of which she could have availed herself at any time and under any circumstances.

The Government does not make it known if this is really the issue of the matter, and in this connection the lack of some system akin to that of the issue of Bluebooks which is observed by most of the Constitutional governments in Europe, is a grievous deficiency, fostering indifference among the people through ignorance, or the want of the means of knowledge. The affair has lapsed, and so far as can be judged, the Japanese government is satisfied with the manner in which it has lapsed. Russia has made no encroachment on the essential integrity of Corean territory, and such encroachment is, as we know from repeated authoritative declarations, the only contingency that Japan will regard as a *casus belli* in Corea. But the country, or its responsible leaders, apparently are *purple-blind*. They are the victims of a lamentable illusion if they imagine that Russia rests content with what her recent attempt secured. Marquis Ito says that Japan refuses to believe that Russia will break the pact with Japan for the maintenance of Corean integrity—refuses to believe until Russia does break it. Russia has now broken it—in fact if not in deed. By the demand on Corea for a part of Corean territory the Russian government showed that it will ignore the convention—or pact as Marquis Ito styles it—when it can safely do so. This, if it is anything, is a moral if not an actual infringement of the agreement. On a common-sense judgment it must appear that Russia has defined her attitude towards the convention in question and towards the Corean question generally. Yet Japan is content—we must suppose that she is content.

It is absurd to suppose that the settlement of the Masampo affair finishes the Corean question. Rather is it to be taken as the precursor of future—perhaps early—trouble. Russia, as we are to suppose, has been flouted out of her pretensions, but of what her statesmen probably consider her inevitable rights—her territorial pre-eminences in the Far East. No one supposes Russian statesmen are content that this should be the last word on this matter. All the tendency and trend of Russia's recent diplomatic record is opposed to any such supposition.

## A DANGEROUS VOLCANO.

Mown *Asama*, the *Japan Times* says, is reported to have again become active. At about 3.10 o'clock, on the afternoon of the 31st ult., the volcano suddenly began sending out dense columns of smoke and fire, accompanied by a tremendous noise. These manifestations lasted for about two hours, gradually lessening in fury toward evening, when the volcano again became suddenly active for about half an hour, and then all was quiet. The result of the outburst was that lava and ashes fell in torrents in the neighbourhood, which presented a ghastly sight. Physiological experts think that the volcano may explode at any time and in consequence the panic-stricken inhabitants of the neighbourhood are said to be all ready to effect their escape as soon as the first intimation of the said explosion reaches them.

## WAR NEWS BY WIRE.

## Action at Karce.

London, March 31st

Reuter's despatch from Bloemfontein, dated the 30th, says:—The kops at Karce are very steep, and for three hours a determined opposition, and a severe fire was kept up along the whole line of the enemy, who used on "pom-pom" gun effectively. No headway was made by us till the infantry delivered the main attack in the centre, capturing several kops. The cavalry meanwhile worked round both flanks.

The Boers finally retreated slowly, taking their dead and wounded with them. The movements of our cavalry prevented the advance of reinforcements from Brandford, where the Boers are estimated to number 5,000 men. Yesterday's casualties exceed the figure given in the first reports. Lieut. Young, of the Scottish Borderers, was killed, and Captain Marter, of the Dragon Guards, wounded. Ten men were killed and 162 wounded.

The pause at Bloemfontein is said to be necessitated by the preparations for the rigors of a Transvaal winter, and also by remount arrangements, seeing that the wastage of horseflesh has been enormous. Nevertheless, the general belief at home is, that the enemy is now forcing the game.

It is believed that Lord Roberts was instructed to convey the Queen's sympathy to Joubert's widow. Her Majesty recognising in the late General a gallant soldier and an honourable foeman. Sir Geo. White sailed from Cape Town on Wednesday. Relying on an address from the Mayor and Corporation, in the presence of an enthusiastic meeting of the townspeople, he praised the Imperial Light Horse, whose equals as soldiers he had not met in fifty years of service. During the attack on Caesar's Camp, sixteen Manchesterers held a remote corner from three in the morning until dusk. The Devonshires who reinforced them found fourteen dead and only two survivors, one of whom was badly wounded, who still held the position. "England," he concluded, "that brave little dot on the map, will always come out best in the end." He testified to General Joubert's courtesy and humanity. The latter's funeral yesterday was attended by the resident Foreign Attachés in a solemn procession.

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Infantry attacked with great gallantry. They were exposed to a heavy, galling fire, but prevailed in the end, driving the enemy from their posts at the point of the bayonet. The pursuit of the enemy was checked by a skillful rearguard action in which the Johannesburg police took the principal part. The position which our troops have captured is one of the utmost strategical importance.

Mr. Winston Churchill, in his correspondence to the *Morning Post*, daily urges clemency to the rebels who are voluntarily surrendering in all directions. It appears that General Buller, Lord Dundonald, and Col. Sandbach, all concur in the expediency of such action.

## The Waterworks Ambush.

London, April 2nd.

Lord Roberts telegraphs that Colonel Broadwood reports that his losses in the attack near the Bloemfontein waterworks were 350, including 200 missing, besides seven guns and all his baggage. A despatch from Lord Roberts, confirming Reuter's despatch, says that Colonel Broadwood informed him that the enemy were approaching Thabanchu in two bodies from north and east. Col. Broadwood stated that he intended retiring on the waterworks, seventeen miles nearer to Bloemfontein. Lord Roberts replied that the 9th Division would march at day-light to support him, and left it to Col. Broadwood's discretion to retire as proposed. Colonel Broadwood moved at night and bivouacked, and was attacked at daybreak on the 31st March on three sides. He then despatched his batteries and baggage towards Bloemfontein, covering the road across a deep nullah in which the Boers, during the night, had concealed themselves so well that the British scouts passed over without discovering them. The Boers opened fire when the wagons and guns entered the drift, and many drivers and horses were shot at short range, and the uncaptured guns galloped away. The scouts found the passage across the nullah unoccupied by the enemy by which the remainder of Colonel Broadwood's force crossed and re-formed with great steadiness. On hearing that Colonel Broadwood was hard-pressed, Lord Roberts ordered General French, with the two remaining Cavalry Brigades, to follow and support the 9th Division. The latter, after a magnificent march, arrived on the scene at two in the afternoon. The strength of the enemy is estimated at 8,000 to 10,000, with guns, the number of which is not reported.

Reuter, writing from Bloemfontein, says that the spot where the ambush occurred is a terrible sight, filled with corpses, horses, and broken wagons in hideous confusion. Col. Broadwood's presence of mind and skillful handling of the force saved it from entire destruction. "U" Battery, R. H. A., escaped under a heavy fire and shelled the enemy, who admitted five killed and nine wounded. Lord Roberts, writing from Bloemfontein on the 1st instant, says:—

"A report has just arrived that the enemy has retired towards Ladybrand, leaving twelve wounded British officers and seventy wounded men at the Waterworks. Capt. Humphreys and Lieuts. Peck, Ashmore, and Murch, of the 9th Battery, and one gunner, were killed, and there are forty wounded and missing. All the 'U' Battery is missing, except Major Taylor and the Surgeon-Major. The 'U' Battery lost five, and 'Q' two guns. The two cavalry regiments did not suffer heavily."

The adventures of Captain Haldane and Lieut. LeMesurier, who escaped from Pretoria, are equal to those of Monte Christo. They passed 21 days in a tiny underground hole dug beneath the prison before their escape, and were afterwards up to their necks in a river while the Boers were searching along the banks for them. They also had other thrilling experiences.

CALCUTTA, April 3rd.

The correspondents state that the Boer losses in the action at Karce were inconsiderable. Mr. Bennett Burleigh of the *Daily Telegraph*, thinks they were at least as heavy as ours.

LONDON, April 3rd.

A Times despatch from Bloemfontein, dated 1st April, states that, after a march of eighteen miles to the support of Col. Broadwood, General Colville sent General Macdonald's Brigade against the main drift leading to the Waterworks, while General Smith Dorrien's Brigade attempted another drift, which turned the position of the Boers, who fell back slowly before the infantry and lingered at the foot of the hills between the Modder River and Thabanchu.

Three transports sailed from Lyttelton and Wellington for the Cape on Saturday, with 1000 troops and a thousand horses, forming the Fourth and Fifth New Zealand Contingents. The scenes on the embarkation of the men were of unprecedented enthusiasm. Accounts agree that the enemy's position at the Bloemfontein Water-works is one of great natural strength. A wooded ridge terminating in a long hill, flanks the main kopje on the right, while broken kopjes from connecting ridge on the left. The general steepness of the ground defied the Mounted Infantry until the cavalry flanked them. The ambuscade was clearly a masterpiece of cunning. Colonel Broadwood's force, consisting of 1,400 men and 100 convoy wagons, had hardly started, and the men were still breakfasting when a deadly rifle-fire was opened from a donga 70 yards ahead. The leading troops of Robert's Horse were swept from their saddles, while the mules and oxen, terror-stricken, trampled on the wounded and dying. Four teams, whose drivers were shot, stampeded. These guns and one other were rescued by Sergeant Martin. Only five were saved, but the Central News correspondent is confident all the others will be recaptured. He praises the gallantry of the gunners, who hauled the guns out of the spruit clear of the enemy's range by means of drag-ropes, under a perfect hail of shot. Meanwhile, Colonel Alderson's men held back 7,000 of the enemy, retreating steadily and losing heavily. The force comprised many Colonials, who behaved splendidly.

A corrected list of the casualties among officers at Bloemfontein Water-works gives:

**Killed:** Northumbrian,—Captain Booth, Roberts' Horse.—Lieut. Cawler, R. A. M. C.—Surgeon-Lieut. Irvine. **Wounded:** Horse Artillery.—Col. Rochfort, Capt. Humphreys, Lieuts. Ashmore, Peck, and Murch. Tasmanian Artillery.—Lieut. Walsh. Horse Guards.—Lieut. the Hon. Meade. Roberts' Horse.—Lieuts. Pack-Beresford, Darley, and Kirkwood. Essex Regiment.—Major Cruckshank Royal Munsters.—Lieut. Russel-Brown. Shropshire.—Lieut. Grover (since dead). Northumbrians.—Lieutenant Hall Missing: Horse Artillery.—Captain Wigat. Tenth Hussars.—Lieutenant the Hon. Adderson-Pelham and Lieutenant Crichton.

Col. Broadwood's force consisted of 1,400 of all arms. Prince Adolphus, of Teck was in charge of the transport; and, although the section suffered terribly, he is safe. The severest casualties occurred in Robert's Horse. We are said to have lost 100 wagons, but the Boers claim to have captured 200.

Gen. French, after a magnificent march, carried out a turning movement on the right, with the main Infantry in the centre, and Colonel Legallais (*sic*) on the left. Rudyard Kipling accompanied the latter's brigade. The Boers retreated precipitately, and a strong commando arriving from Ladybrand was almost decimated by Gen.

French. The Waterworks were destroyed, but no anxiety is felt as regards Bloemfontein, which is supplied from springs and a large dam reserve.

The Times, in discussing the unfortunate business at the Waterworks says that, after all, the Boers have some brains, whereas British officers too often behave as if they were dealing with a lot of congenital idiots.

Captain Haldane and Lieut. LeMesurier, in their attempt to escape, had relied on the promised transfer of officers to other quarters; but, delay occurring, they were imprisoned for 18 days in a hole 23 feet in depth, under the trap door. They tried to dig a passage to open into the sewer with a screw-driver and bayonet without success, and emerged too exhausted to walk. Pretending they were wounded Boers, their arms in slings, they followed the railway past the Boer's encampment within sight of repeated outposts, suffering terribly from want of food. They declare that, though beset by

the "Zuckerduft" into the hole of their army, not one of the army from the front was supplied with absolute regularity throughout, but enormous reserves of supplies have been accumulated at Naaspool, De Aar, and Orange River sufficient to last the army for several weeks, even if trouble in Cape Colony or the interruption of the railway line for a time, cut it off from its bases at the coast.

to ever estimate. Col. Richardson is a firm believer in the virtues of jam as keeping the soldier not only contented, but fit for hard work, and his experience only confirms that of the German military authorities, who, as a result of recent experiments on the marching capacity of soldiers with various foods, have introduced the "Zuckerduft" into the hole of their army. Not only has the army in the front been supplied with absolute regularity throughout, but enormous reserves of supplies have been accumulated at Naaspool, De Aar, and Orange River sufficient to last the army for several weeks, even if trouble in Cape Colony or the interruption of the railway line for a time, cut it off from its bases at the coast.

## SHIPPING REPORTS.

Captain John Barr, of the steamship *Hector</*



THROUGH THE BOER LINES.  
A CORRESPONDENT'S ESCAPE FROM  
LADYSMITH.

Mr. Hutton, Reuter's correspondent, who managed to get through the Boer line at Ladysmith, gives the following account of his experiences:

"On the failure of General Buller's third attempt to reach Ladysmith, I determined to endeavour to effect my escape from captivity, leaving my assistants behind. Having received the necessary permission from the General, I started off on foot at half-past seven on the evening of the 10th, accompanied by a native guide, for Cheeveye.

"We got along without difficulty until we reached a point two miles east of the base of Caar's Camp, when we came across a Boer picket, to which we got too near. They challenged, and we promptly fell on our stouts behind some big rocks. Three bullets came whistling through the air above our heads. We lay quiet for thirty minutes, and then cautiously crawled on our hands and knees for over half a mile, expecting every moment to be followed by a volley of Mauser bullets. All was quiet, however, save for the distant hum of conversation which could be heard in the stillness of the night proceeding from the direction of the enemy's pickets.

"At last we rose and made for Pieter's Station up and down tremendously steep hills covered with stones. We kept closely to the Kaffir paths. Our progress was naturally slow. At two o'clock we reached Pieter's Station, where there were two Boer camps. Here we had a most anxious time. We were again challenged, and again had to crawl over rocks and stones for a mile until we were quite clear of the enemy.

"We had now reached slightly better country, though it was thickly studded with thorn bushes, and made good progress. At six o'clock we arrived at a friendly Kaffir's hut two miles from the Tugela, completely exhausted, having crawled and walked a distance of twenty-two miles. Here I lay hidden inside the hut the whole of Sunday, as the Boers could be seen in small bodies patrolling the plain through which I had passed the previous night.

"I left the hut at seven o'clock on Sunday evening and arrived at a friendly kraal on the banks of the Tugela, where I was told that it was not safe to go on, as the Dutchmen had been inquiring further up the river for the Englishman who had left Ladysmith. I remained concealed inside a Kaffir hut for twenty-four hours, and peeping through the door, could see and hear the enemy shooting back on an adjacent hill. To make matters still worse, three of them rode straight for the kraal where I was hiding, and I quite thought a trip to Pretoria free of expense was within measurable distance. My native guide rushed into the hut and covered me with blankets, and there I lay expecting every moment to hear the Boers asking for me. They stopped outside the hut and demanded milk, which they got. They then rode quietly away.

"At seven o'clock on Monday night I crept silently down to the Tugela, and with the help of a small bundle of rushes twisted together into a shape somewhat resembling that of a torpedo, swam across the river. My guide, who carried my clothes on his head, was carried down the stream owing to the swiftness of the current, and I was left for a considerable time in my birthday suit hidden, like Moses, in the bushes.

"Hastily dressing, I again moved on through swampy ground, swimming with snakes and other reptiles. From kraal to kraal we travelled, continually having to take long, circuitous routes to avoid the enemy. In one instance we got so close that we could see them lying down under the trees, but owing to the valuable information we gained from the native huts we invariably managed to escape coming into actual contact with them. When day broke it was a tremendous relief to see the guide point to a hill and say 'There is Cheeveye. Shall be there in three hours. No Dutchmen now.' I felt my strength renewed, and spurned on anxious to reach my destination.

"I arrived at Cheeveye at seven o'clock on the morning of the 13th. After reporting myself to Colonel Sandbach and Major Jones, of the Intelligence Department, I took the ten o'clock train for Durban, unshaven and unwashed, looking more like an escaped convict than a respectable war correspondent.

## THE MALARIA INVESTIGATIONS.

On the 13th ulto. Dr. Patrick Manson, medical adviser to the Colonial Office, read a paper on "A School of Tropical Medicine" before the members of the Colonial Institute, at the Whitehall Rooms.

In course of his remarks he called attention to various tropical diseases, and urged the necessity for a special system of study, pointing how such a system could, under existing medical arrangements, be best carried out. The Colonial Office authorities were alive to the practical importance of the recent developments of what he might designate malarialogy, and also to the necessity of educating the public towards adopting the measures of protection so plainly indicated thereby. The Colonial Office had already, in conjunction with the Royal Society, sent a commission to Central Africa and to the West Coast, to inquire into the presence of malaria on the spot; it had now authorised him to make, in conjunction with the London School of Tropical Medicine, an experiment on the practicability of preventing malaria in intensely malarial localities by easily applied means. It was perhaps unwise to prophesy before the event, especially as to the results of biological experiment; but in this instance he felt so confident about what the results would be, that he would venture to describe the experiments about to be instituted. A hut was to be erected in the most malarial part of the Roman Campagna available. The hut was to be furnished with wire gauze door and window screens and other devices, to render it mostquito proof. Two skilled observers and their two servants were to live in this hut from May till October of this year—that is, during the entire malarial season. Of course, they would be at liberty to go where they liked during the day, but from an hour before sunset to an hour after sunrise they were to be in the hut. Now if these men escaped from fever it would be absolute proof that, by very simple and inexpensive means the human body could be protected from the malarial germ. The second experiment was to be as follows:—Laboratory-bred mosquitoes (mosquitoes raised from the egg in the laboratory and which have had no opportunity of picking up malaria germs in the haunts of malaria) were to be fed in Rome on patients in whose blood the benign tertian malaria parasite had been ascertained by the microscope to be present. These mosquitoes were to be transported to London, fed on vegetable juices till the malaria germs had arrived at the venous gland. The insects were then to be liberated in a small mosquito house in which one or more Englishmen who had never left this country were to sleep. It was expected that in about ten days after this these Englishmen would develop malarial fever, and the malaria parasite would be found in their blood. There was no danger from this experiment, as the type of malarial parasite it was proposed to

experiment with was not virulent and was easily killed by quinine. Should these experiments eventuate in the way it was believed they would, this will encourage the Colonial Office to go forward in the direction now clearly indicated, and would prepare those for whose education the experiments were intended to adopt such measures as experts might devise for protection from malaria.

## THE SCOUT.

He's got to know his rifle and the shooter in his belt,  
And you bet he's got to know his way about;  
For in Krugerland he finds that half-a-yard of rising verd  
Is considered ample cover for a Scout.  
He often finds his morning ride extend to thirty miles,  
And his feeding has to wait till by-and-by;  
He rides his litte gee-gee in a circus sort of style.  
And he's equally prepared to live or die.  
In a brush for death or glory, he is always on the spot.  
Though he has to ride his knacker to the bone;  
If his nature is reflective, he has time to think a lot.  
For he's often six-and-thirty hours alone;  
And the family who shipped him off from England in despair.  
Are sure to be remembered in the broken little prayer.  
That at night-time goes to Heaven from the Scout.  
Day by day he's hiding, hiding;  
Night by night he's riding, riding;  
If he's caught by Kruger's men he doesn't get much show.  
Whizzing shells and bullets brawling,  
All to keep our flag a-waving;  
He's the man that shows the British Army where to go!

KEBLE HOWARD.

—London Sketch, March 7.

## STRANGE DIVORCE CASE.

Novels seldom yield a story surpassing in strangeness that unfolded by the Queen's Proctor in the matrimonial suit of Airey v. Airey. Sarah Airey, in December 1898, obtained a decree nisi against her husband, Francis Airey, on the ground of his misconduct with a Mrs. Simpson. The Queen's Proctor intervened, and at the president to rescind the decree, alleging that the original citation had not been served on Francis Airey, but on a certain William Mark, whom Mrs. Airey had identified in the presence of a witness as her husband. The real Airey had entirely disappeared since 1890. William Mark, a railway employee, was living in 1893 with a Mrs. Simpson. One day, as he was walking in the street, a woman smiled and nodded to him. An intimacy resulted, Mark knowing the woman as Sarah Airey, while she persisted in calling him Frank Airey, though he denied that it was his name. So five years later, he gets divorced, under the guise of Francis Airey, from a woman who never was his wife. The Queen's Proctor produced this William Mark in court. A sister of the real Francis Airey said the respondent was not her brother, whom she had not seen for eleven years. Mrs. Airey, giving evidence, still persisted that the man was her husband. "Whether he is Francis Airey or not, he is the man who married me." Sir Francis Jeune chose to believe the Queen's Proctor rather than the petitioner, who had committed "a very deliberate fraud," he thought, the case was wrongly brought against William Mark, and that he was wrongly served. The decree nisi would therefore be rescinded with costs.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—  
Albert, Hope S. S. Co., Liddell, P., McC., Ambelk, Lord Miss H. P., Andrade, Lucken, J. A., Angelina, S., Lomox, R. W., Alba, S. F., Marescuise, Capt., Abdoolhoosen, Malay, L. M., Ah Tee, Martin, A. H., American Warehouse, The, Morrison, G. E., Allen, McDonald, J., Aenolis, D., Maruana, K., Austin, Lieut.-Col., Maligoo, O., Bartlett, A., Marshall, F. R., A. B. C., Matsuwa, J., Adams, Miss C. A., McDonald Mrs., Among, E. N., Mathey, C. P., Buckley, P., Margottin, C., Boldasti, Meissel, Mari, L., Blake, E., Marin, R. R., Brown, Brothers N. P., Marlowich, T., Barnett, A., Martin, R. R., Baron, S., Martin, R. R., Blake, D. H., Maricovich, T., Billaria, Mauna, Sein, McEnany, T., Breed, Dr. R. M., Milikoff, J., Bee, H., Millet, M. E., Buggard, G., McFarland, Morland, C. H., Bowal, M., Menier, Miss R., Blum, Mrs., Molesworth, T. D., Brewer, Mrs. M., Marvin, E., Braeckle, G., Misum, S., Burder, R. A., Bruce, Mrs., Milton, S., Budgen, J. W., Baeson, B. D., Breech, F. H., Bennett, E. F., Baker, W., Berrill, J., Baker, Coley H., Chambers, E. H., Colenso, R. L., Clayton, G. F., Chungle, W. P., Cater, Calder, W., Cuming J. B., Charles, Mrs. J., Casey, M. J., Campbell, W. E., Ching Bit Sang, Cummings, Miss, Cambell, Mrs. C., Chinooy, D. N., Clark, A. F., Cuswick, D. J., Cannings, Miss M., Collins, A. J., Clegg, Miss O., Cogence, L., Chitts, Mrs. C., Colvert, A., Conner, L., Champion, J. F., Ceresole, L., Charles, J., Chapsing, T., Cooper, H. N., David, M. W., Dosatsha, R.

Letters for the following persons lie unclaimed at the Post Office:—  
Dodd, R., Downie, Mrs. D., Duthie, W., Duncan, Capt. T. W., Duran, A. L., Denny, G. R., Desjardins, L., Droghida, Dunbar, E. M. S. S. Co., Emerson, G. D., Echaporia, R. S., Elhoddy, J. E., Elias, D. H., Emile, P., Farswyo, G. A. G., Fong Hall, Fisher, Miss C., Foster, M. R., Figueiredo, H., Forrest, Miss A., Findlay, Rev. W. H., Ferguson, F. J., Fistord, E., Fleischher, M., Farmer, L. B., Fawcett, Miss Frigill, W. H., Gibbons, Mr. and Mrs. E. S., Grunberg, T., Gonne, E., Grider, R. H., George, H. A. P., Goldberg, S. A., Grivel, B., Glover, L. H., Guillanne, Rev. C., Greaves, J. C., Grasdel, Garger, Gorham, Miss Gorham, Miss E. L., Hamilton, Capt. E. C., Hamilton, Capt. Hynd, R. R., Hassan, C. H., Hargreaves, E. D., Hendee, L., Humphry, R. A., Humphry, J. L., Hulsey, Humphry, W. A., Huchstads, Hall, J. R., Hauserl, Holton, Mrs. H., Holton, Mrs. I., Hooper, Mrs. A. F., Hunt, G., Hopkins, Miss L., Houston, H. H., Hale, A. E., Hall, P., Hollerton, G. C., Holden, Miss M., Hanbury, N., Howard, Miss M., Haw, M. S., Hollow, Miss, Horanjia, Isai Abi Yans, Jones, F., Jones, A. P., Jackson, P., Jonston, Capt., Jau, Am San, Kammerer, D. F., King, K., Keile, Lieut. J. A., Knox, J. W., Karanjiya, B. P., Kyriacow, H., Kwok Chit, Kennedy, R. J., Kappel, A., Lamaine, Paul, Langdale, Madam, Leslie, M. H., Lanne, Monsieur Leggatt, R. K., Lochn, Lewis, C. M., Linsmore, E., Lopes, F. M., Lange, W., Legner, H. T., Leslie, Mr. H., Laird, P., Liberge, M. C., Loong Mrs. G., Legarde, Li Ping Shang, List of Registered Covers in Posts Restante, Asa Singh, Armstrong, A., Abdul Karim, Allah Deen, Allah Dillah, Basakha Singh, Bannon, Miss Brache, G., Botta Singh, Butta, (Sepoy), Blake, E., Bagat Singh, Baggoo, Borromeo, M. T., Catesos, Dr. F., Cuardich, P., Collins, J., Cohen, A. S., Denis, A., David, S. S., Ekman, Miss Ida, Elias, A. (3), Etoow, S., E. Soun-chong, (3), Ebrahim, Mohamed, Freire, F., Fukuda, S., Faizall Deen, Fowler, A. G., Ogden, A. C., Osorio, S. D. A., Owen, Rev. W. C., Okane, Miss M., Peoples, Rev. S. C., Cambell, Mrs. C., Chinooy, D. N., Clark, A. F., Cuswick, D. J., Cannings, Miss M., Collins, A. J., Clegg, Miss O., Cogence, L., Chitts, Mrs. C., Colvert, A., Conner, L., Champion, J. F., Ceresole, L., Charles, J., Chapsing, T., Cooper, H. N., David, M. W., Dosatsha, R.

Letters for the following persons lie unclaimed at the Post Office:—  
Prym, F. J., Papadimos, Paderni, D. R., Patterson & Co., Pfeifer, B., Palmer F., Parker, A. L., Park, Miss M., Prosortor, C. F., Perrine, Rev. S. A., Packwood, A. T., Park & Co., Pyburn, N., Peurs, Lieut. C., Peter, D. J., Plog, Mrs. B., Plat, Robinson, M. E., Johnston, W. J., Jap. address c/o 20, Graham St. (2), Komisky, T., Louis, C. A., Japanese Address, Pyburn, N., Peurs, Lieut. C., Peter, D. J., Plog, Mrs. B., Plat, Robinson, M. E.,

Ruppert, T. E., Robertson, G., Rosa, S. B., Remedios, L. E., Russel, C. L. P., Manning, Robt., Riley, Miss G. C., Rudermann, T., Ullman, Gustav, Vaughan, Miss Nellie, Woodbury, John Weston, Mrs. Mary Mochka Singh.

Lester, H., Levi, J. Y., Lillie, Mrs. J. J., Lutz, E., Downie, Mrs. D., Duthie, W., Duncan, Capt. T. W., Duran, A. L., Denny, G. R., Desjardins, L., Droghida, Dunbar, E. M. S. S. Co., Emerson, G. D., Echaporia, R. S., Elhoddy, J. E., Elias, D. H., Emile, P., Farswyo, G. A. G., Fong Hall, Fisher, Miss C., Foster, M. R., Figueiredo, H., Forrest, Miss A., Findlay, Rev. W. H., Ferguson, F. J., Fistord, E., Fleischher, M., Farmer, L. B., Fawcett, Miss Frigill, W. H., Gibbons, Mr. and Mrs. E. S., Grunberg, T., Gonne, E., Grider, R. H., George, H. A. P., Goldberg, S. A., Grivel, B., Glover, L. H., Guillanne, Rev. C., Greaves, J. C., Grasdel, Garger, Gorham, Miss Gorham, Miss E. L., Hamilton, Capt. E. C., Hamilton, Capt. Hynd, R. R., Hassan, C. H., Hargreaves, E. D., Hendee, L., Humphry, R. A., Humphry, J. L., Hulsey, Humphry, W. A., Huchstads, Hall, J. R., Hauserl, Holton, Mrs. H., Holton, Mrs. I., Hooper, Mrs. A. F., Hunt, G., Hopkins, Miss L., Houston, H. H., Hale, A. E., Hall, P., Hollerton, G. C., Holden, Miss M., Hanbury, N., Howard, Miss M., Haw, M. S., Hollow, Miss, Horanjia, Isai Abi Yans, Jones, F., Jones, A. P., Jackson, P., Jonston, Capt., Jau, Am San, Kammerer, D. F., King, K., Keile, Lieut. J. A., Knox, J. W., Karanjiya, B. P., Kyriacow, H., Kwok Chit, Kennedy, R. J., Kappel, A., Lamaine, Paul, Langdale, Madam, Leslie, M. H., Lanne, Monsieur Leggatt, R. K., Lochn, Lewis, C. M., Linsmore, E., Lopes, F. M., Lange, W., Legner, H. T., Leslie, Mr. H., Laird, P., Liberge, M. C., Loong Mrs. G., Legarde, Li Ping Shang, List of Registered Covers in Posts Restante, Asa Singh, Armstrong, A., Abdul Karim, Allah Deen, Allah Dillah, Basakha Singh, Bannon, Miss Brache, G., Botta Singh, Butta, (Sepoy), Blake, E., Bagat Singh, Baggoo, Borromeo, M. T., Catesos, Dr. F., Cuardich, P., Collins, J., Cohen, A. S., Denis, A., David, S. S., Ekman, Miss Ida, Elias, A. (3), Etoow, S., E. Soun-chong, (3), Ebrahim, Mohamed, Freire, F., Fukuda, S., Faizall Deen, Fowler, A. G., Ogden, A. C., Osorio, S. D. A., Owen, Rev. W. C., Okane, Miss M., Peoples, Rev. S. C., Cambell, Mrs. C., Chinooy, D. N., Clark, A. F., Cuswick, D. J., Cannings, Miss M., Collins, A. J., Clegg, Miss O., Cogence, L., Chitts, Mrs. C., Colvert, A., Conner, L., Champion, J. F., Ceresole, L., Charles, J., Chapsing, T., Cooper, H. N., David, M. W., Dosatsha, R.

Smith, A. M., Simonds, O. H., Stone, Mrs. H., Tovbin, J., Takkin, Mont., Teves, Mariano, Teja Singh, Ullman, Gustav, Vaughan, Miss Nellie, Woodbury, John Weston, Mrs. Mary Mochka Singh.

List of Registered Covers for Merchant Ships.

S.S. *Aetus* ..... C. Larson, S.S. *Aetus* ..... T. Williams, (2) S.S. *Broncsire* ..... Capt. Kirkwood, (2) S.S. *Calcas* ..... F. Spence, (6) S.S. *Clyde* ..... J. Williams, (1) S.S. *Calchas* ..... Hamilton Northgate, (2) S.S. *Daly* ..... A. Hoar, (2) S.S. *Empress of India* Rev. W. K. McKibben, (1) S.S. *Hector* ..... Fred Boole, (1) S.S. *Kaisong* ..... J. H. C. William, (1) S.S. *Nippon Maru* James Cameron, (1) S.S. *Oceania* W. L. Patten, (1) S.S. *Patriotus* ..... D. Pritchard, (1) S.S. *Phrahang* ..... Chief Engineer, (1) S.S. *Pyrhus* ..... H. E. Miller, (1) S.S. *Sardpon* ..... J. Harris, (1) Man of War Suma

Smith, A. M., Simonds, O. H., Stone, Mrs. H., Tovbin, J., Takkin, Mont., Teves, Mariano, Teja Singh, Ullman, Gustav, Vaughan, Miss Nellie, Woodbury, John Weston, Mrs. Mary Mochka Singh.

THE ANPING MARU,

Captain J. Sato, will be despatched for the above port, on FRIDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to THE MITSU BUSSAN KAISHA, Agents.

Hongkong, 16th April, 1900. [346b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN,

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on FRIDAY, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th April, 1900. [346b]

FOR SINGAPORE, PENANG AND CALCUTTA,

THE Steamship

"CHUSAN,"

From London, &c., ex S.S. *Arzada*.

From Madras, &c., ex S.S. *Laudaura*.

From Persian Gulf, ex S.S. *Naseri*, *Moshtari*, and *Canisa*.

From Kurachi, &c., ex *Pomba*, *Goa* and *Nadia*.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASOON, SONS & CO., Agents.

Hongkong, 17th April, 1900. [346b]

A

## Intimation.

## The Share Market.

## LATEST QUOTATIONS.

(April 18th.)

Companies,	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	317 % premium
The Bank of China & Japan, Limited (Preference)	\$5	Nominal
The Bank of China & Japan, Limited (Ordinary)	\$4	61 buyers
The Bank of China & Japan, Limited (Deferred)	\$1	65.5 buyers
National Bank of China, Ltd.	\$8	\$29
Do. Founders...	\$1	\$20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$50	\$237
China Traders' Ins. Co., Ltd.	\$25	\$54
North China Ins. Co., Ltd.	\$25	11s. 17d
Yangtze Ins. Assoc. Ltd.	\$60	\$140
Canton Ins. Office, Ltd.	\$50	\$130
Straits Ins. Co., Ltd.	\$20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$50	\$300
China Fire Ins. Co., Ltd.	\$20	\$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$15	\$304
Indo-China Steam Navigation Co., Ltd.	\$10	\$92
China & Manila S.S. Co., Ltd.	\$50	\$100
Douglas Steamship Co., Ltd.	\$50	\$51
China Mutual S. N. Co., Ltd. (Prel.)	\$10	\$10.10
China Mutual S. N. Co., Ltd. (Oriary)	\$5	25
Star Ferry Co., Ltd.	\$10	\$184
Shell Transport & Refineries.	\$100	\$266
China Sugar Refining Co., Ltd.	\$100	\$130
Luzon Sugar Refining Co., Ltd.	\$100	\$41
Mining.		
Punjab Mining Co., Ltd.	\$7	\$7.30
Punjab Mining Pro. Ference Shares.	\$1	\$1.40
Charbonnages du Tonkin	Fcs. 250	\$320
Queen Mine, Ltd.	25 cts	\$32.20
Jejuha Mining and Trading Co., Ltd.	\$5	\$13
Raub Allan Gold Mining Co., Ltd.	15s. 10d.	\$59
Olivers Freehold Mines, Ltd. A.	\$5	\$5.75
Olivers Freehold Mines, Ltd. B.	\$4	\$4.50
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$5	\$20.70
Do. (Preference)	\$1	\$0.90
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	495 % prem.
Kowloon Wharf & Godown Co., Ltd.	\$50	\$85 sales and buyers
Wanchai Warehouse & Storage Co., Ltd.	\$37	\$47
New Annual Dock Co., Ltd.	\$6	\$20
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$10	
Hongkong Land Investment & Agency Co., Ltd.	\$50	\$126 buyers
Kowloon Land and Building Co., Ltd.	\$30	\$26
West Point Building Co., Ltd.	\$50	\$47
Hongkong Hotel Co., Ltd.	\$50	\$120
Humphreys' Estate & Finance Co., Ltd.	\$10	\$10.75
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$38
Evo Cotton Spinning & Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 70
Lou-kung-now Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Choo Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$10	\$24 buyers
China-Borneo Co., Ltd. A. S. Watson & Co., Limited	\$15	\$16
Watkins, Limited	\$10	\$64 buyers
Hongkong Electric Co., Limited	\$10	\$12
Hongkong Electric Co., Ltd.	\$2	\$2.15
Hongkong and China Gas Co., Ltd.	\$10	\$1.35
Hongkong Rope Manufacturing Co., Ltd.	\$30	\$162
Bell's Asbestos Eastern Agency, Ltd.	\$25	\$48
Bell's Asbestos Eastern Agency, Ltd.	\$25	\$166
H'kong Ice Co., Ltd.		
H'kong High Level Tramways Co., Ltd.	\$100	\$165
Dairy Farm Co., Ltd.	\$6	\$61
Bakery Co., Ltd.	\$50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$10	\$16
United Asbestos	\$1	£1 nominal
Oriental Agency, Ltd.	\$4	\$51
United Asbestos Oriental Agency, Ltd.	\$10	\$11
Carmichael & Co., Ltd.	\$20	\$8
Tebrau Planting Co., Ltd.	\$5	\$5
Tebrau Planting Co., Ltd.	\$4	\$4
OPPIUM QUOTATIONS.		
Hongkong, 18th April.		
ON LONDON, Telegraphic Transfer.....	1/12	
" Bank Bills on demand.....	1/12/16	
" Credits, 4 months' sight.....	1/12	
" D'ments, 4 months' sight.....	1/12	
ON BERLIN, (demand).....	M. 20	
ON PARIS, Bank Bills, on demand.....	2.46	
" Credits, 4 months' sight.....	2.50	
ON NEW YORK, Bank Bills, on demand.....	4.78	
" Credits, 30 days' sight.....	4.88	
ON BOMBAY, Telegraphic Transfer.....	14.58	
" On demand.....	14.68	
ON SHANGHAI, Telegraphic Transfer.....	7.14	
" Private, 30 days' sight.....	7.24 nom.	
ON YOKOHAMA, T.T. ....	34 per cent. prem.	
Sovereigns, Bank Buying Rate.....	\$10.16	
Gold Leaf 100 touch, per tael.....	53.15	
Bar Silver.....	27	
Dollars.....	1 per cent. prem.	

## OPPIUM QUOTATIONS.

Hongkong, 18th April.

New Pima.....	\$60	per chest.
New Bimba.....	945	"
Old Bimba.....	885	"
New Malwa.....	930	per picul
Old Malwa.....	930	"
Persian, paper tied.....	870/880	"

BENJAMIN, KELLY &amp; POTTS, Share Brokers.

Telegraph Address—“Rialto.”

Telephone No. 148.

## VESSELS IN PORT.

## HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

## Steamers.

AMIGO, German steamer, 771, J. Bendixen, 15th April—Iloilo 11th April, Wood—Wo Kee & Co.	Hongkong, April 18th, 1900.	Fore, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
ALACRITY, despatch-vessel, 1,700 tons, 6 pd. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Wei-hai-wei.	Alacrity, 1,700 tons, 6 pd. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Wei-hai-wei.	Jantchik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
ANDALUSIA, German steamer, 3,488, Ehlers, 16th April—Hamburg 2nd March, and Singapore 10th April, General—Siemssen & Co.	Andalusia, 3,488 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.	Nargen, Russian torpedo boat, 85 tons 4 guns, 1,300 h.p., 22 knots.
ALKIRIN, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.	Alkirin, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.	Podenosnik, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
AURORA, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.	Aurora, 5,600 tons, Capt. E. H. Bayly, Hongkong.	Strik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
BARTON, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain S. C. J. Colville, C.B., Wei-hai-wei.	Barton, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain S. C. J. Colville, C.B., Wei-hai-wei.	Skorpen, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
BONAVENTURE, 2nd class cruiser, 4,160 tons, 18 guns, 1,140 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.	Bonaventure, 2nd class cruiser, 4,160 tons, 18 guns, 1,140 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.	Strelitz, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
BRISTOL, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.	Bristol, British cruiser, 5,600 tons, 6 guns, 5,600 i.h.p., Capt. R. B. S. Wrey, Shanghai.	Stern, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
CATHERINE ARCA, British steamer, 1,730, G. Olifent, 16th April—Calcutta 28th Mar., Penang and Singapore 10th April, General—David Sassoon, Sons & Co.	Catherine Arca, 1,730 tons, 6 guns, 1,000 i.h.p., Capt. J. R. Jellicoe, Shanghai.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Kure.
CRESCONRISE, British steamer, 2,323, Geo. Elliott, 11th Mar.—Tacoma, Wash. via Kobe 7th Mar., General—Dodwell & Co.	Cresconrise, 2,323 tons, 6 guns, 1,000 i.h.p., Capt. J. R. Jellicoe, Shanghai.	Atsushi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.
CROWN, British steamer, 1,495, W. H. Haughton, R.N.R., 16th April—Yokohama 5th April, General—P. O. S. N. Co.	Crown, 1,495 tons, 6 guns, 1,000 i.h.p., Capt. J. R. Jellicoe, Shanghai.	Yashima, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.
CYANIDE, British steamer, 1,495, W. H. Haughton, R.N.R., 16th April—Yokohama 5th April, General—P. O. S. N. Co.	Cyane, 1,495 tons, 6 guns, 1,000 i.h.p., Capt. J. R. Jellicoe, Shanghai.	Nanwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
DAIWAKU MARU, Japanese steamer, 1,449, C. H. Ito, 7th April—Hongkong 4th April, Coal—Dowdwell & Co.	Daiwaku Maru, 1,449 tons, 6 guns, 1,000 i.h.p., Capt. J. R. Jellicoe, Shanghai.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
EDWARD VII, British steamer, 2,343, Geo. Elliot, 11th Mar.—Tacoma, Wash. via Kobe 7th Mar., General—Dodwell & Co.	Edward VII, 2,343 tons, 6 guns, 1,000 i.h.p., Capt. J. R. Jellicoe, Shanghai.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
ENDYMION, British cruiser, 7,350 tons, Capt. G. Callaghan, Wei-hai-wei.	Endymion, 7,350 tons, 6 guns, 1,000 i.h.p., Capt. G. Callaghan, Wei-hai-wei.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
ESK, coast defence gunboat, 363 tons, 3 guns, 2,000 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.	Esk, coast defence gunboat, 363 tons, 3 guns, 2,000 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
FAME, twin screw, torpedo-boat destroyer, 360 tons, 3,500 i.h.p., Capt. W. J. Keyes, Hongkong.	Fame, twin screw, torpedo-boat destroyer, 360 tons, 3,500 i.h.p., Capt. W. J. Keyes, Hongkong.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
FIREFLY, 3rd class gunboat, 455 tons, 4 guns, 3,600 i.h.p., Hongkong.	Firefly, 3rd class gunboat, 455 tons, 4 guns, 3,600 i.h.p., Hongkong.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
FLYING, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.	Flying, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
GARDEN, twin screw, 3,600 tons, Capt. G. H. D. Burke, Manila.	Garden, twin screw, 3,600 tons, Capt. G. H. D. Burke, Manila.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
HELEN, twin screw, 3,600 tons, Capt. G. H. D. Burke, Manila.	Helen, twin screw, 3,600 tons, Capt. G. H. D. Burke, Manila.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
HERMIONE, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.	Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
HUMBER, storeship, 1,610 tons, Capt. H. J. Davison, Hongkong.	Humber, storeship, 1,610 tons, Capt. H. J. Davison, Hongkong.	Takao, 1st class, 3,709 tons, 24 guns, 15,500 h.p., at Manila.
IPHIGENIA, and class cruiser, 3,600 tons,		